



# FAA Intercom

## Tracking a Tragedy

Although the flight and crash of the LearJet carrying Payne Stewart made front page news and led off newscasts, for other air travelers it was business as usual as FAA controllers cleared the skies in front of the uncontrolled plane to avoid any risk of mid-air collision.

That's not to say that FAA management and controllers took the situation lightly. But controllers have been trained to handle emergencies of even greater magnitude than this one. Once it was clear that the plane was uncontrolled and nothing could be done to land it safely, controllers quickly shifted their priority to assuring the safety and security of other aircraft flying that day.

That the plane dropped into a South Dakota field without incurring any more deaths than the unfortunate few on the plane is a tribute to the nation's air traffic control system.

Controllers out of the Jacksonville ARTCC lost contact with the plane around 9:33 a.m. on Oct. 25. After several minutes of trying to reach the pilot, they sensed an emergency and started notifying neighboring Automated Flight Service Stations who attempted to contact the aircraft. Within 15-20 minutes, the military and other government

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## Teaching Lessons About Conquering Death, Disability

Michael LaJuene heard the shouting of the nurses and doctors above his hospital bed and knew he was near death for the second time in a short while.

Only a month before, he had dived into a shallow pond near Dousman, Wisc., and shattered three vertebrae in his neck. By the time he was pulled from the water, he had been submerged for more than two minutes; he wasn't breathing and had no pulse. LaJuene was dead.

"Death isn't as traumatic as people make it out to be," he explained. "In fact, it was pretty peaceful."

Fortunately, rescuers weren't quite ready to let him rest in peace. They managed to revive him with CPR in time to prevent brain damage. He was transferred to a local hospital where his neck was fused and his condition stabilized. His address for the next six months would be the intensive care unit.

A month later, however, a blood clot developed in his lung. As the medical staff rushed to treat him, he sensed that he was close to dying again. It seemed almost unfair to survive the diving accident, only to perish in a hospital bed a few weeks later. So, as the doctors and therapists shouted at each other above his bed, LaJuene prayed that God would give him another chance at life.

Fifteen years later, LaJuene, an air traffic control instructor at the General



Michael LaJuene

Mitchell International Airport Traffic Control Tower, can look back upon his rehabilitation and consider how many tiny steps he has taken on the road to recovery.

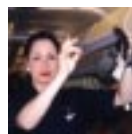
They have been figurative steps — LaJuene is a quadriplegic who uses an electric wheel chair — but important ones, nonetheless.

And his experiences over the last decade and a half serve as an important example during National Disability Employment Awareness Month that the loss of most physical abilities does not lead to the

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### In This Issue:

Read about cool cars, Core Compensation myths, Social Security, an FAA employee returning to her roots, and the decrease in the number of noisy aircraft.



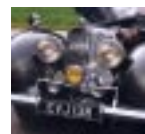
Page 2. FAA plans safety meeting.



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Page 10-11. CFC holds antique car show.



## News in Brief

### Airline Workplace Safety Meeting Scheduled

The safety and health of airline employees will be the topic of a public meeting to be hosted by the FAA on Dec. 10 in Washington, DC.

The FAA has primary statutory authority over occupational safety and health matters for airline employees, including pilots, flight engineers and flight attendants. The agency has issued numerous regulations covering fire protection, protective breathing, rescue aids, cockpit lighting, noise reduction, smoke evacuation, ventilation, heating, and pressurization.

The FAA now is seeking comment about other crewmember occupational safety and health concerns that should be covered by regulations. It also is seeking information on the availability of data documenting illness and injury and whether such record keeping should be standardized. The public meeting also will cover whether the working conditions of other employees — such as ground service workers, contract personnel or maintenance employees — should be included in possible future rulemaking.



The workplace environment of flight attendants and other crewmembers will be the topic of a public meeting.

### ATC Modernization on Track

The agency has completed installation of key computer equipment at 20 air traffic control centers and three oceanic centers.

The Host and Oceanic Computer System Replacement is an important component of the National Airspace System infrastructure modernization program.

"I am proud of the technicians who worked to complete the program on schedule and within budget," said Administrator Jane Garvey. "This enables us to deal more efficiently with the rapid growth of air travel."

All 23 air traffic and oceanic centers received new host computers this year. The system comprises the main computer and processor that produces and processes information about aircraft movements throughout domestic and oceanic airspace. It is more than four times faster and more reliable than its predecessor, while occupying only an eighth of the floor space of the old system.

### Communications Contract Awarded to SITA

The FAA selected Societe Internationale Telecommunications Aeronautiques (SITA) as the new provider of data link services for air traffic control over the Atlantic and Pacific oceans. SITA will provide Future Air Navigation System (FANS-1) data link communications services to air route traffic control centers in Oakland, Calif., New York and Anchorage, Alaska.

One of FANS-1's applications uses very reliable digital data links to communicate air traffic control-related messages, such as clearances, clearance requests and advisories.

Another application, expected to become operational within three years, allows aircraft to automatically send navigation and guidance data derived from the flight management system and onboard navigation sensors to air traffic control

facilities for the purpose of accurately determining aircraft position.

The FAA has paid for this communication service on a per-message basis.



As use of the service has increased, so has the cost to provide it. SITA proposed a managed data communications service provided at a fixed cost no matter how many messages are sent or received. This arrangement will allow the FAA to accurately forecast data link communications costs throughout the life of the contract. A cost analysis has shown that this could save up to \$6 million.

The contract is for one year with four option years and could be worth \$1.8 million if all option years are exercised.

### MD-11 Entertainment System Banned

The FAA banned the installation of an in-flight entertainment system on all U.S.-registered MD-11 airplanes after concluding that its design limits the flight crew's ability to respond to an emergency involving smoke or fumes.



Information from the investigation of the Swissair MD-11 crash near Nova Scotia, Canada, prompted the FAA to review the entertainment system. The Canadian Transportation Safety Board has not yet determined the cause of that accident.

The installation of the entertainment system was approved by Switzerland's Federal Office for Civil Aviation. The work was based on an FAA Supplemental Type Certificate issued by Santa Barbara Aerospace, a former FAA Designated Alteration Station that surrendered its certificate on July 1.

#### **Air Carriers Agree to Cover Some Air Crash Expenses**

Air carriers have volunteered to pay for extraordinary expenses related to air crash emergency response and for the recovery and identification of air crash victims.

The decision came as part of an agreement made between the National Transportation Safety Board and the Air Transport Association (ATA). The two groups have been working together since the passage of the Family Affairs Assistance Act to aid families of victims of aircraft accidents.

Under the agreement, ATA carriers will reimburse and/or pay for the logistical and transportation expenses for families who want to travel to the accident site. The air carriers have agreed to reimburse local officials for expenses associated with victim recovery and identification, including DNA analysis if necessary. They also will reimburse most extraordinary expenses for emergency response.

Family assistance efforts will remain separate from crash investigation.



This ICAO study group met in Finland to finalize a manual for Runway Visual Range technology.

#### **ICAO Manual Endorses FAA Technology**

An International Civil Aviation Organization (ICAO) study group has endorsed Runway Visual Range (RVR) technology developed by the FAA for use worldwide.

The RVR system measures visibility, background light level, and runway light intensity to determine the distance a pilot should be able to see down the runway. RVR incorporates forward scatter technology that provides improvements in performance, reliability and safety for aircraft operations under the most severe weather conditions.

The study group has been instrumental in promoting the advantages of current RVR and forward scatter technology to the international community.

The final meeting of the study group in Helsinki, Finland, chaired by Deborah Lucas in the Office of Communication, Navigation, and Surveillance Systems, finalized revisions to ICAO's RVR manual that included forward scatter technology.

#### **Airline On-Time Records Improve in August**

August flights of the 10 largest U.S. carriers arrived on time more than 75 percent of the time, an improvement over July 1999's record, but not as good as during August 1998, the Department of Transportation reported.

The DOT's Air Travel Consumer Report said carriers posted a mishandled baggage rate of 4.94 complaints per 1,000 passengers in August, better than both July's 5.75 rate and August 1998's 5.28 mark.

Consumers registered 2,347 complaints about airline service with the department in August, slightly fewer than the 2,485 filed in July, but more than double the 1,129 recorded in August 1998.

Passengers with disabilities filed 90 disability complaints in August, compared to 45 in July and 48 in August 1998.



## Expecting Social Security Checks Some Day?

Since 1995, the Social Security Administration (SSA) has been automatically mailing Personal Earnings and Benefit Estimate Statements to certain workers.

Last month, an expanded mailing of statements began in an effort to reach 125 million workers age 25 or older who are not currently receiving Social Security benefits. Workers can now expect to receive an annual statement about three months before their birth month.

The statement is designed to help workers with their financial planning by providing estimates of retirement, disability, and survivors' benefits. It also provides an easy way for workers to determine whether earnings are accurately posted on their Social Security records.

Your Personal Earnings and Benefit Estimate Statement will show an estimated Social Security benefit amount. If you are currently covered by the Civil Service Retirement System (CSRS) or have CSRS Offset coverage (which is a combination of CSRS and Social Security), the benefit amount shown on your statement may not be correct. This is because you may be affected by a part of the Social Security law known as the Windfall Elimination Provision, which is not accounted for in the amount shown on your statement.

The provision primarily affects people who have earned a pension from work with a government agency that was not covered by Social Security, but also worked at other jobs where they paid Social Security taxes long enough to qualify for retirement or disability benefits.

SSA uses a modified formula to compute benefits for these individuals. The Windfall Elimination Provision also applies to employees who don't currently have CSRS coverage, but who expect an annuity in the future that will be based in part on past CSRS coverage.

This will be the case for individuals with at least five years of creditable CSRS service who elected to transfer to the Federal Employees Retirement System. This provision does not apply to employees who have had coverage only under FERS.

For more information on the Windfall Elimination Provision, access SSA Publication No. 05-10045 on the SSA Web site at [www.ssa.gov/pubs/10045.html](http://www.ssa.gov/pubs/10045.html) or review the sample statement at [www.ssa.gov/mystatement/](http://www.ssa.gov/mystatement/).

The Social Security Administration is mailing out annual statements summarizing employee benefits.

## Amount of Aircraft Noise Reaches Record Low

At a time when more and more aircraft are flying, the nation's skies actually are growing quieter. The imposition of noise reduction standards to "Stage 3" levels has produced the quietest commercial jet aircraft fleet in the nation's history. Noise levels will continue to hit record lows into the next century.

Secretary of Transportation Rodney Slater provided these findings to Congress in a recent report.

The Airport Noise and Capacity Act of 1990 required that all civil aircraft weighing more than 75,000 pounds reach the quietest "Stage 3" level by Jan. 1, 2000. The FAA calculates that five Stage 3 aircraft equal the noise levels of one Stage 2 aircraft. It expects the nation's aircraft fleet to meet the Jan. 1 deadline.

FAA Administrator Jane Garvey said, "I am very pleased that, working with the airlines, we have been able to make these significant environmental benefits in aviation. The FAA and the entire aviation community are committed to a cleaner, less noisy airspace system, and this report shows we are living up to that commitment."

The process to reach Stage 3 levels has been one of the more successful FAA/industry initiatives. For the seventh consecutive year, both foreign and domestic operators have been ahead of schedule in the transition to quieter airplanes that fly in the United States.

Since the 1970s, the FAA has significantly reduced the impact of aircraft noise on Americans. In 1975, when 250 million people flew, about 7.5 million people were affected by aircraft noise levels averaging 65 decibels on a daily basis. Next year, with more than 600 million people flying, the FAA estimates that only about 600,000 people will be affected by similar noise levels.

The agency now is working with airlines, aircraft and engine manufacturers, as well as the International Civil Aviation Organization, to develop even quieter Stage 4 levels.





## Core Compensation: Myths and Facts

*Core compensation has generated a lot of myths. Here are three that the*

*Corporate Core Compensation Implementation Team has been hearing the most, along with the facts.*

### MYTH #1:

The Core Compensation Plan is going to be put in place sooner than April 2000.

### FACT:

There are no plans to convert to the Core Plan before April 2000. The FAA plans to convert on April 23, 2000.

### MYTH #2:

Employees in bargaining units will never be covered by the Core Compensation Plan.

### FACT:

The Core Compensation Plan will be the basis for all future management bargaining proposals for all bargaining units. However, the Compensation plan for bargaining unit employees is dependent upon the outcome of negotiations with the employees' exclusive representatives.

### MYTH #3:

The agency is planning to remove or reduce important employee benefits (such as, sick and annual leave, leave transfer program, overtime pay, alternate work schedules, holidays, jury duty or witness service, RIF protections, and/or military leave).

### FACT:

The FAA is not planning to remove or reduce any of these benefits. When the agency was originally exempted from Title V, it had the opportunity to change these benefits because it was no longer required by law to maintain them. The agency chose to maintain these important benefits, and has no plans to remove or reduce them.

### Need more Info?

There are other myths out there and a lot of questions. To find additional information, check the Internet site, <http://www.faa.gov/corecomp/>. Frequently asked questions and their answers are at <http://www.faa.gov/corecomp/qanda.htm>.

## Clearing the Air During LearJet Tragedy

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agencies were notified of the situation. All the while, the air traffic controllers effortlessly handed off tracking of the aircraft to coworkers in other regions as the plane passed by. They were making certain that aircraft were cleared from the pathway of the LearJet.

The agency checked the aircraft's flight plan, passenger manifest and fuel load, contacted the aircraft operator and manufacturer, then developed a rough idea of how long the plane would fly before its fuel ran out. This information was passed on to agencies whose responsibility it was to calculate where the plane might go down.

It's a testament to the controllers and the system in which they work that an event like this one created only minimal disruptions that day. "Our folks did a real good a job with this situation, just as they do with all emergencies," said Dave Canoles, acting program director for Air Traffic Tactical Operations. Hundreds, possibly thousands of passengers who were in the air that day would probably agree if they were aware of all the behind-the-scenes efforts taken by the FAA to assure their safety.



Joe Dinsmore from the Office of Aviation Medicine and Sue Gray from Human Resources answer questions concerning the conversion of salaries at a recent Core Compensation information fair at Headquarters.



## Around the FAA

### AAL



#### FAA Awards Capstone Contract

The Alaskan Region awarded a \$3.9 million dollar contract to UPS Aviation Technologies for aeronautical electronics to support the agency's Capstone Program in Alaska.



The contract is for state-of-the-art avionics systems, installation kits, terrain databases, ground-based transceivers, an avionics training simulator and training assistance. The avionics will be furnished by the FAA to commercial air carriers that voluntarily participate in the Capstone program test period of up to three years.

Capstone is a joint industry and Alaskan Region effort to improve pilots' situational awareness of their flight environment by using new avionics equipment.

### ACE



#### Schools Benefit from Central's Old Computers

Schools in the FAA's Central Region have been the beneficiaries of free computers, thanks to the efforts of Marshall Fue in the region's Logistics Management Service Center.

The effort fulfills a mission set by President Clinton to ensure that American children have the skills they need to succeed in the "information intensive" 21st century. In less than two years, nearly 500 computers have been donated to local schools due to Fue's diligence and perseverance. Said Fue, "If the president says give 'em computers, I'll give 'em all I can find, so don't leave your computer unattended for too long!"

Marshall also was recently recognized for his dedication and commitment to the Garrett A. Morgan Technology and Transportation Futures Program. When used computer equipment became available during summer break, Marshall became a one-man moving company, managing the extra workload required to deliver the computer components to schools.



Students in Central Region schools are benefitting from computers donated by the FAA.

### AEA



Garvey (partially obscured) and Slater face a media blitz at the New York DSR dedication.

#### New York Center Gets DSR

The New York Air Route Traffic Control Center celebrated its transition to the Display System Replacement (DSR), completing the modernization of its facility.

Secretary of Transportation Rodney Slater and FAA Administrator Jane Garvey were on hand for the dedication, which garnered strong press interest. DSR replaces 20- to 30-year-old display screens, controller workstations and computers that process radar data.

"Safety is President Clinton's highest transportation priority," Slater said. "This new system employs the latest technology to help fulfill our commitment to modernizing our air traffic controls system, making the world's safest skies even safer."

Regional Administrator Arlene Feldman gave opening remarks.



## AGL



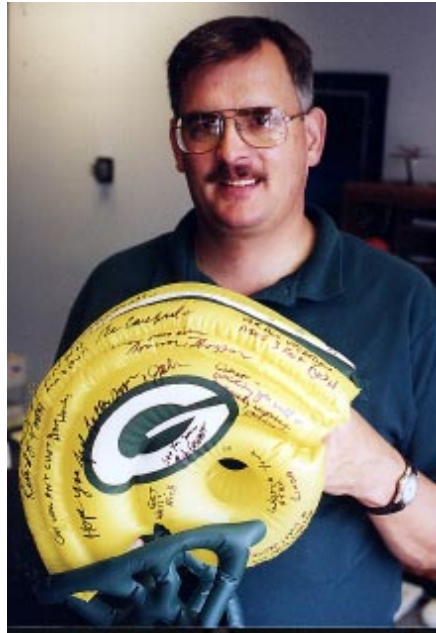
### The Pack is Back, and so is Cybulski

Chet Cybulski is an operations inspector at the Milwaukee Flight Standards District Office (FSDO), but he is probably best known as a monitor of the AirVenture Airshow held annually in Oshkosh, Wisc. He processes the EAA's annual waiver request for the airshow and is a familiar figure on the red "rooftop" at the air show's center where he monitors compliance and gives technical assistance throughout the show.

His presence was missed this year, however, because an injury sustained just days before the event prevented him from attending. Cybulski cracked a vertebra in his back after falling from a ladder while trimming the limbs on a tree. Fortunately there was no permanent damage, but he had to miss the air show.

So the FSDO staff bought an inflatable Green Bay Packers' helmet as a get-well gift, signed by each staff member. Office Manager John Thiem then asked Administrator Jane Garvey, DOT Secretary Rodney Slater, Wisconsin Governor Tommy Thompson and other state representatives to sign it when they dropped by "Chet's Air Show." All gladly signed the helmet with personal notes to Chet.

Chet is now back on the "scrimmage line" already planning for next year's show.



Cybulski shows off the Packers helmet he received as a get-well card.

## ANE



### Security's the Issue at New England Conference

The New England Region's Civil Aviation Security Division drew more than 80 attendees to its Crisis Management 2000 Aviation Transportation Symposium.

Representatives from airlines, airports and federal, state and municipal law enforcement agencies attended the event, which covered such topics as disaster scene preservation, investigative procedures and emerging airport security technology.

FAA representatives spoke about agency programs addressing airport improvement, explosives detection, federal air marshals and dangerous goods.

## AMC



### Logistics Center Raises \$1,500 for CFC

The food lines were long, the cars were clean, and the hula-hoops were spinning at the 1999 FAA Logistics Center car wash and hula-hoop CFC fund-raiser. The center's management team washed the car of an employee from each division or system group, and for others from the Aeronautical Center who donated to the drive.

The managers also competed in a hula hoop contest, won by Rick Gracia from the Distribution Center Division, who kept his hoop spinning the longest.

Other activities included drawings for tickets to a local comedy club, a bake sale, final sales for the Candy Gram fundraiser, and the kick-off for Cash-for-Candy sales. The event earned more than \$1,500 for CFC.



Cassius Brookshire, manager of the FAA Logistics Center Automation Division, goes for a spin during a CFC hula hoop contest.



## Around the FAA

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### ANM



#### CFC Kickoff Begins with "Walk to Care"

Employees from the Northwest Mountain Regional Headquarters participated in the 1999 Combined Federal Campaign (CFC) "Walk to Care" kickoff event. They and other public-sector employees joined in for a hotdog lunch and obtained information from various charitable organizations that had booths at the pier.

This year's campaign coordinator for Regional Headquarters is Tin Truong from the FAA's Seattle Aircraft Certification Office. He will be working with CFC coordinators and key workers from each of the organizations in the building and they, with the support of the FAA employees, will work together to help ensure the success of the 1999 CFC Campaign.

### ASO



#### Inspector Honored for Heroism

Charles T. Henderson, a South Carolina Flight Standards District Office airworthiness inspector, was recently selected to receive the 1999 Flight Safety Foundation Heroism Award for actions taken during an aircraft incident on Aug. 15, 1998.

On that day, Henderson witnessed the crash of a banner-tow aircraft. He was able to get the pilot out of the wreckage and to a safe area, where he administered first aid until paramedics arrived on the scene.

The Flight Safety Foundation is an international organization dedicated to improving the safety of flight. This award recognizes individuals in the aviation industry who take action beyond the call of duty to help others.

### ASW



Belger responds to press inquiries at the Fort Worth DSR dedication as Doug Murphy, Southwest Region Air Traffic Division manager, looks on.

#### Fort Worth Debuts New ATC System

A new radar display system and host oceanic computer system replacement (HOCSR) were dedicated at the Air Route Traffic Control Center at Dallas/Fort Worth International Airport.

The Display System Replacement (DSR) succeeds older equipment at the facility with high resolution color displays, improved real-time weather information and weather displays, improved operational flexibility, built-in redundancies, and efficient software upgrade capabilities.

"This state-of-the-art system is another milestone in our continuing effort to infuse new technologies into the air traffic control system of tomorrow," said Monte Belger, assistant administrator for Air Traffic Services. "From an operational point of view, it is a cornerstone of our air traffic modernization efforts, and from a financial point of view, its nationwide installation is on schedule and within budget."

Belger added that all of Fort Worth Center's major air traffic equipment has been replaced this year.

### AWP



#### FAA Attends Community Meetings in Hawaii

Thomas Rea, the Western-Pacific Region's Pacific representative, attended Department of Transportation aviation community information meetings throughout Hawaii last month. The meetings addressed issues related to general aviation at airports in Hilo, Keahole, and Kahului.

Rea and an FAA briefing team also discussed capital improvement projects and financing, master planning, property management, and operational issues.

Another meeting is scheduled for Lihue Airport in December.

### ACT



#### Tech Center Supports SAWS Program Selection

Experts from the William J. Hughes Technical Center are providing support in the agency's efforts to select a vendor for the Standalone Weather Sensors (SAWS) Program. The contractor will provide weather sensor equipment to Level C towers, Terminal Radar Approach Control facilities, and flight service stations.

Proposals from vendors are being reviewed, with selection expected around the new year.





# Exchange Program Leads FAAer Back to Native American Roots

With the arrival of American Indian/Alaskan Native Heritage Month this month, FAAer Nanette Waller is preparing to do more than commemorate her lineage.

She's trying to help her Osage kinsmen cope with the realities of a modern world that has left many of them isolated and bring the message of her people to the government.

Waller, who is based at the Tulsa (Okla.) Airport Traffic Control Tower, is participating in the Interagency Exchange Program. This program is designed to encourage interaction between the federal government and other government agencies. Utilizing this exchange program, both the receiving agency and the contributing agency receive benefits.



Nanette Waller dons Native American regalia.

This exchange program is unique because it allows Waller to bring back to the federal government the perspective of tribal governments while educating the tribal government about the FAA and the opportunities here.

Waller was appointed the director of social services for the Osage Nation in May 1998, where she manages seven service programs for more than 3,800 members of the Osage tribe based in Pawhuska, Okla., and across the nation.

It's not altogether a happy trip. Waller can't help but feel frustrated and saddened over the plight of her Native American brothers and sisters who are struggling with high unemployment, alcoholism, drug use and living conditions that many people believe ceased to exist in this country decades ago.

She confesses to having spent many restless nights trying to manage her program in an environment in which people support their families on less than \$700 a month and where limited transportation exists for them to reach better jobs in outlying areas. In rural Osage County, Waller said, "electricity and water are not necessarily considered a necessity for our clients."

Drawing from her education and with a staff of six people and a budget of \$500,000, she tackles new challenges that affect the existence of people's lives every day. Dealing with the tight budget, limited staff and restrictive regulations are part of her job.

Waller sees some progress being made with the younger members of the tribe. "All of us are trying to put more effort into our youth since tribal focus has always been on the next seven generations. We have to save one person at a time," she said.

A hint of hope creeps into her voice when she speaks about the "life-changing experiences" she has witnessed in the lives

of some of her people. She also values the opportunity to use her education and experiences to share the concerns and issues to those outside of Osage County. "Sometimes I can bring a reality check, from both the government and native perspective," she noted.

Waller wants to change the perception of many Americans who believe that American Indians and Alaskan Natives are long gone, and to expand their visions of Native American life beyond the clichés of buffalo hunting and teepees. "A lot of Native Americans are alive and well and have made big contributions to society."

At an age when most people have settled comfortably into their lives, Waller has taken on a new life that includes the challenge of helping her people. The experience has allowed her to reconnect with her people, learning some traditional ways, such as ribbonwork. "I've been isolated geographically but not spiritually," she noted.

She doesn't speak it, but she is a living example of the "life-changing experiences" that occur when returning to our roots and finding spiritual centering. Her renewed interest in traditional Native American spirituality has given her a new outlook on life.

Waller concluded by saying, "I am living proof that it is possible to step outside the box — and yourself — to find the path to job satisfaction. I feel that I am making a contribution to my community and to the FAA. I am grateful to those who have the foresight to establish a program like the Interagency Exchange Program that allows employees to truly realize their potential. I look forward to returning and utilizing these skills within the agency."



## CFC Gets Off to Fast Start

Jim Stagner, retired from the NAS Transition and Integration Office, is the original owner of this 1969 Mercury Eliminator with a 428 CobraJet engine. Note the trophies (near front tire) Stagner has won drag racing the vehicle.



Pete McHugh's 1947 Triumph Roadster is just one of nine antique cars he owns. McHugh works for the Technical Center but is based at the NASA facility in Langley, Va.



FAA organizations around the country are mobilizing to raise funds for the Combined Federal Campaign. The first big event at Headquarters was an antique car rally that drew 25 vehicles, ranging from a fire engine and police car to souped-up numbers from the 1960s. The oldest car on display was a 1929 Ford pickup.

More than 200 people paid \$3 each to view the vehicles up close. The total take for the event was \$724.

Attendees were asked to vote for a winner in four categories. The categories and winners were:

*Most appealing color:* 1929 Ford Pickup

*Most fun to drive to work:* 1951 Ford Sheriff's Cruiser

*Most fun to take on a date:* 1956 Bentley

*Most likely to carry the Grand Marshall in the Annual Irish Parade:* 1937 Fire truck

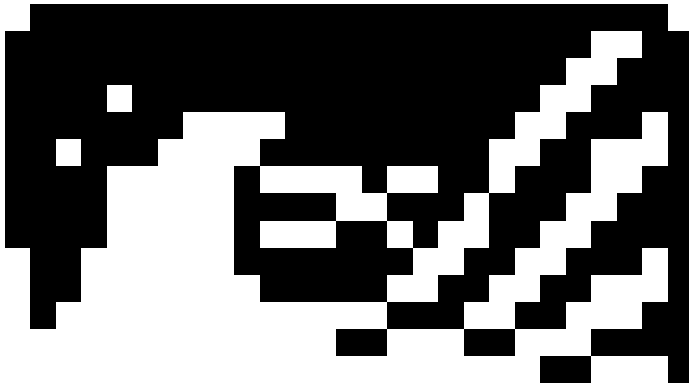
Dee McHugh from the Office of System Safety helped organize the event. She already is twisting the arm of her boss, Assistant Administrator Chris Hart, to sponsor another rally next year.



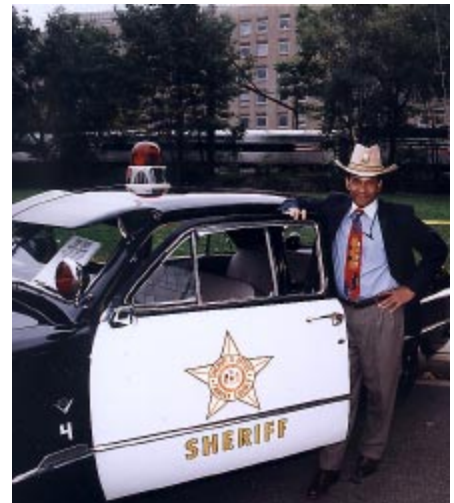
This 1951 Ford Custom Tudor Sedan saw duty as a police cruiser with the Reidsville, N.C., sheriff's office. Owner Jim McDaniel from the Office of Communication, Navigation, and Surveillance Systems said the car is "one way to get cops to wave at you."



# rt with Car Rally



(Right) "Sheriff" Chris Hart is all smiles over the success of his office's antique car rally.



(Left) This 1937 Peter Pirsch/International Fire Engine is owned by the Franconia, Va., Fire Department. It served until 1964 and is still used in parades and funeral processions.



(Left) A 1929 Ford Roadster Pickup owned by Sandra Cavanaugh in the Office of Financial Management. It boasts a Z28 Camaro 302 engine.



(Below) An interior shot of a 1947 Ford Coupe owned by Don Lombard in the NAS Transition and Integration Office. Lombard owns four antique Fords and currently drives an Escort. Lombard's grand uncle owned the first Ford dealership in Keene, N.H.



# Facing Adversity and Not Backing Down

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end of a productive life nor prevent a return to life's mainstream.

In the 15 years since his accident, his wheelchair has become an extension of LaJuene. He is comfortable speaking about his experiences, and talks gleefully of popping wheelies and earning the nickname, "Speedy," from his Air Traffic coworkers during a recent detail at Headquarters. When asked what one piece of advice he could share with FAA employees working with him, he jokingly answered, "When you hear my wheelchair, get up against the wall."

He can joke because he has achieved a level of independence that every person with a disability needs to move on in life. "Being more independent and doing things for yourself gives you more self esteem," he said.

Achieving independence means having the adaptability and patience to overcome a seemingly endless series of obstacles. During his Headquarters detail, LaJuene rode the Washington, D.C., subway at a time when it was experiencing long delays and frequent breakdowns. An out-of-service elevator at one station meant debarking at a stop farther from his office, often waiting for busses that never came, and having to motor as much as a half mile to get to work. Fortunately, there was little rain during that period, or LaJuene would have had an extra shower before starting work.

Bins and serving areas in the cafeteria were beyond his reach. But whenever he asked for assistance, the staff was more than willing to help. A fire drill resulted in some confusion and a little anxiety before he took charge of the situation and instructed some bystanders on how to use

the evacuation chairs found on each floor.

"Everybody should pay attention to the fire alarm and not blow it off," he said, because their inaction could impede the escape of people with disabilities who don't have the time to correct wrong assumptions. He added that people who have sight and hearing impairments might also need extra help.

One of the hardest situations for people with disabilities is learning how to politely decline help from others. "A lot of times people want to help but don't know how," LaJuene explained. For instance, giving a wheelchair user a push when they don't need one can cause an accident. "There's a fine line for people with disabilities who want to do things for themselves. If we need assistance, we will ask for it. On the flip side, people with disabilities have to also learn to politely say, 'no thanks — but thanks for offering.'"

He received assistance from his Air Traffic supervisors, who modified a men's room, gave him a cube near the hallway and even provided a horn so he could beep people around the corner. "All the people,

especially those in ATO-100, were very helpful," he said.

LaJuene has learned that planning ahead helps to eliminate many obstacles. It seems an apt lesson from a person with the title of "instructor." In fact, LaJuene has provided just as important a lesson on overcoming a disability and succeeding in life despite obstacles.

"Each of us has some kind of a disability," he said. "But we are not alone. We must help each other so that we all may reach our goals and enjoy life."

*(Editor's Note: Next week, the "Back to Headquarters" page will return).*

## FAA Intercom

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